

Gabriola Transportation Association

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June 28, 2014

To: Ministry of Transportation and Infrastructure – Central Vancouver Island
Attention: Johnathan Tillie – Operations Manager

On behalf of the Gabriola Ratepayers Assn. and Gabriola Transportation Assn., I'd like to thank you and your colleagues again for attending our public meeting on June 25, 2014 to discuss roads and related issues on Gabriola. We have reviewed the discussions and wish to record our impressions of the outcomes of the various items, as follows:

1. Positive actions by Emcon since last June's public meeting included: center line painting (which will be gone by this winter); the ditch adjacent to the school crosswalk culvert has been covered; Taylor Bay s-curve modifications were completed (except for paving of shoulders on runout); elimination of Texada gravel; ferry line-up shoulder built up; and the recent shoulder mowing.
2. Seal coating of Coast Road completed last September was paid for by a local resident and sets a precedent for such treatment of other roads. There is no provision for seal coating of roads in this year's MoTI budget. It was noted there are 37 kms of gravel roads on Gabriola, and MoTI will assist any local funding of seal coating. Spray patching of portions of North and South Roads and Taylor Bay Road is planned. Thick spray coating has resulted in permanent washboard on hills.
3. Dust suppression is late this year as the supply was delayed but will be received next week and the work will begin over a period of 6 days. It was noted that many gravel roads are extremely dusty at this time of year.
4. Ferry overload line-ups along Taylor Bay road are more frequent than ever due to the reduced ferry schedule. Short-term solutions discussed with a Gabriola working group will likely involve signage, line painting and monitoring by the RCMP. Long-term solutions have not yet been determined.
5. Request from GERTIE for widening of Eastom Road near the ferry terminal where the road narrows to one lane around a blind curve has not yet been reviewed.
6. Need for road infrastructure improvements at dangerous intersections were again discussed. Church Road at the North Road intersection was again mentioned, and it was noted the Fire Trucks are now using Church Road from the new fire hall; suggestion for adding high friction (anti-skid) surfacing as used in the U.K. was previously forwarded to MoTI officials. North Road near Silva Bay includes a dangerous small hill with no room for pedestrians and cyclists.
7. There was a request that any existing MoTI Gabriola bridge feasibility studies be made available.

8. Other Issues:

- Small capital road upgrade projects are applauded, to show improvement in the future.
- Traffic calming in the Village Core is still needed, as the business community is concerned about speeding traffic along North Road. Also, a small median or some other way is needed to prevent drivers heading westbound on North Road from cutting across at Lockinvar into the Co-op gas station.
- Invasive species including Scotch Broom, Tansy, Daphne Laureola, and Japanese Knot Weed, are spread by road traffic, and need to be removed from roadsides. (Scotch Broom kills all other plants; Tansy kills horses and cows if it gets into a hay field; Daphne is listed on Work Safe BC with worker warnings; and Japanese Knot weed has destroyed bridge foundations.)

We will look forward to advice from you as to progress on these issues.

Yours truly,

Jim Ramsay
President, Gabriola Transportation Association

cc: Island Trust Local Trustees, RDN Director Area B, Fire Chief, RCMP